

# Swansea Area Ratepayers' Association

*Reflecting the interests of the Swansea Community*



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## Swansea Area Ratepayers' Group

Written on behalf of the Swansea Area Ratepayers Association and Group  
(SARA/SARG) March 6, 2024

Delivered by e-mail to the Toronto City Council  
[councilmeeting@toronto.ca](mailto:councilmeeting@toronto.ca)

(Submitted to the City Council on April 16, 2024)



OP Street Maps Pg. 3



Proposed Building



Developer's Block Context

**Ref: SARA/SARG Additional Comments TE12.2 - 2453-2469 Bloor Street West - Zoning Amendment - Decision Report – Approval City Council Hearing April 17, 2024 of the Conversion Application 2461 Bloor Street W Jane Bloor LP (properties 2453-2469 Bloor Street West) Application Number: 23181154STE04OZ**

SARA/SARG is an incorporated not-for-profit community advocacy association which promotes good planning and development on behalf of the Swansea community in the greater Swansea area.

### **The Application Details as Outlined in the Public Notice and Supporting Documents**

It is greatly appreciated that the City Planning staff picked up on the discrepancies of this application. In terms of height, the 9 storey limits are In keeping within the guidelines of the Bloor West Village Avenue Study and the Mid-Rise performance Standards Addendum of 8-10 storeys at this point of the Village.

While still at the upper end of the suggested range west of Jane Street and just outside the defined Character Area, it meets the need for increased density (a 400% increase) going from 2 storeys to 9 storeys and attempts to respect the efforts to maintain the Village profile.

The chart from the **Table 5 Section 3 Mid-Rise Performance Standards 2017 Document** (see chart below) indicates **that a 30-metre-wide avenue generates a 9-storey 30m high building including the 4.5m storey for the retail component and the penthouse mechanical room.**

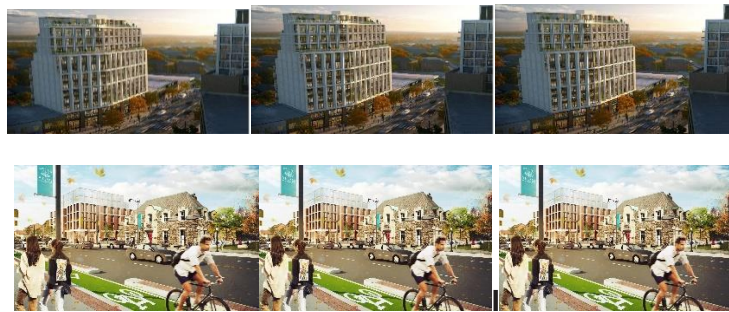
**Suggestion from Mid-Rise Addendum:**

1. **Lessen** the outdoor amenity space requirements or remove them completely as a site specific exemption due to the close proximity and access to the heritage trails of the Carrying Place and the Humber River trails to the west, the walkways and attractions of

High Park to the East and the Lakeside Promenade of Lake Ontario to the south with smaller open spaces in between such as Lollipop Park about two blocks away.

Our concern/hope is that these efforts are maintained as we move into the **Character Area of the Village where the Addendum to the Performance Standards defines a 0.8:1 ratio in height.** At the Etobicoke Consultation of the Mid-Rise Rear Transitions, John Duncan, Senior Planner took out his pencil to see how this ratio would better suit our current situation. It turns out that 27m would be better (9 Storeys) in this situation bringing the shadow just before the curb on the North Side. Many thanks to John for Taking the time to do this and Melanie for answering my calls

### **Keeping the Village a Village**



Increase the 260m<sup>2</sup> (2,790 ft<sup>2</sup>) **Retail component** to adequately replace the employment lost by **the conversion of 9 retail outlets** into a single address of the new condominium corporation.

### **Consideration for the Neighbourhoods**

1. Consideration for the neighbourhood interest has been tossed aside. The reduction of the setback from 11m to 14m
2. Protection for the life and health of the back yard gardens, trees and outdoor enjoyment caused by the minimal separation from the massing of the slab building by only a 6.059m Laneway. With such a **Slab Effect** imposed on the Neighbourhood to the south and the rear-transition setback separation reduced by 3 metres, this building should be broken up as tall buildings and constructed in terms of the Tall Building Guidelines.
3. Remove the underground parking facility and replace visitor parking with a **Smart Car Rental like option**. Work out a visitor parking arrangement with Toronto Parking Authority (TPA) in adjacent Public Parking lots. (Ref: Suggestions from Mid-Rise Performance Standards Addendum 2016)
4. Provide the supporting Infrastructure to protect the neighbourhood from the run-off from a construction which is on an elevation about a metre higher than the neighbourhood to the south
  - a) The Transportation/Traffic Study has been upended with the arrival of bicycle lanes and reduced car lanes all along Bloor Street West to Islington with the intention of reducing cars, traffic and/or calming the traffic which remains. The City's Transportation Dept. has spent decades sorting out the nightmare intersection between the South Kingsway and Jane Street. Now this project throws 40 cars into an intersection where none were anticipated or needed because of the proximity to the TTC and other transit systems.

- b) In addition to those cars being lift-loaded into the laneway, there are the issues of the garbage (1 type G Waste Collection only), supply and construction trucks and the potential school buses having to enter and turn around in the laneway and enter and exit left or right onto the South Kingsway. **These are larger trucks needed to service a 500% increase in density and which will need wider turn space to make their left and right hand turns in and out of the narrow, two-way, 6-metre-wide public laneway into the busy intersection of the South Kingsway.** This is a similar problem, with the need for trucks to move into reduced oncoming lanes to make a right-hand turn, which has been experienced at the intersection of the development site at 1978 Lakeshore Blvd. West and Windermere. **(See attachment)**
- c) Consideration has not been given to those adjacent neighbourhood homeowners on Larkin Avenue whose back yard car garages open onto the public laneway or the fact that it is also used for visitor parking.

### **In Conclusion**

The new SARA Plan has been written with suggestions taken from the City of Toronto resource documents as approved by City Council June 7, 2016 [backgroundfile-92537.pdf \(toronto.ca\)](#)

**Mid- Rise Performance Standards Addendum** which contains the direction for City Staff to use it as a complimentary support document to **Section 3 – Performances Standards for Mid-Rise Buildings**. These are the latest official documents which have been **approved by City Council**. Any other changes are still subject to consultation and further review.

The Swansea Area Ratepayers Association supports the needed gentle housing intensification in the Bloor West Village Avenue corridor accompanied by good planning and design, infrastructure needs, respect for the area's deep and special historical and environmental Heritage and the continued quality of life for the existing, surrounding neighbourhoods.

*Yours truly*

*V Wynne*

Veronica Wynne

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